

BAILIWICK OF GUERNSEY

Dassault Aviation Business Services SA

Reference: DA-0100_GAR

Edition E – 1 October 2022

Revision 0

GAR Part 145 Option 1 - Supplement Maintenance Organisation Exposition

Policy & Procedures Supplement

Approved Maintenance Organisation EASA Part 145 certificate

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	United Kingdom	DABS Luton - London Luton Airport	LTN
	Switzerland	DABS Basel – Basel Airport	BSL

Maintenance Organization Approval

- EASA Part-145 Approval Number
- GAR Approval No.

CH.145.0248

2-REG.145.190

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Revision No./Date	Edition E – Revision 0

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The term “DABS” will be use in this manual

The term “Dassault Aviation Business Services SA” will be use during any EASA Part 145 activity such as on/within Maintenance Work Pack’s, Purchase Orders, Certification, MOE etc.

Forms and regulation are available on DABS internal server.

REVISION RECORDS

Edition	Issued Date	Details	by	Effective date
A-0	5 March 2018	Initial Edition	DCA	6 March 2018
B-0	3 July 2019	Sub base added	DCA	3 July 2019
C-0	2 Sept. 2019	Name change	DCA	2 Sept. 2019
D-0	20 Apr. 2022	Renewal - Update	DCA	13 June 2022
E-0	1 Oct. 2022	Renewal - Update	DCA	1 Oct. 2022

1. LIST OF EFFECTIVE PAGES

Page	Edition	Revision	Date
1	E	0	1 October 2022
2	E	0	1 October 2022
3	E	0	1 October 2022
4	E	0	1 October 2022
5	E	0	1 October 2022
6	E	0	1 October 2022
7	E	0	1 October 2022
8	E	0	1 October 2022
9	E	0	1 October 2022
10	E	0	1 October 2022
11	E	0	1 October 2022
12	E	0	1 October 2022
13	E	0	1 October 2022

Dassault Aviation Business Services SA

Name: **Stephan BUCHS**
Safety & Quality director

Franck MADIGNIER
President

Signature:

Date: 1 October 2022




2. GENERAL

This supplement is provided to meet the requirements of the Guernsey Aviation Requirements (GAR) Part 145 Options 1 Maintenance Organisation approval validation issued by the Bailiwick of Guernsey Director of Civil Aviation (hereafter: DCA) and administered by the Guernsey Aircraft Registry (hereafter: 2-REG).

The Maintenance Organisation approval validation is based on a valid foreign approval, reference **CH.145.0248 issued by Swiss authority FOCA** (hereafter: host approval), and supplements that approval.

DABS will perform and certify maintenance on Guernsey registered aircraft in accordance with the procedures defined in the host approval, the **EASA MOE referenced DA-0100**, as approved by the foreign authority and with this supplement.

When maintenance is performed and certified in accordance with the referenced **MOE** and this supplement, it is accepted this meets the requirements of GAR Part 145 subparts A and C and the relevant requirements of GAR Part 43.

Amendment

*The **Safety & Quality director** should be responsible for monitoring the amendment of this supplement, including associated procedures manuals and submission of the proposed amendments to the Guernsey Authority.*

*Whenever there is an amendment to the organisation approved EASA MOE, the Quality department shall send a copy of the revised and approved EASA MOE to the Guernsey Authority.
info@2-reg.com*

A web access is available on "<https://approvals.dassault-business.com/tag/approvals/>" that contains the last updated:

- The MOE and associated referenced documents, Forms
- Approval certificates and relative Capability List,
- Safety and Quality manual

The supplement shall be amended as necessary to remain in compliance with the requirements of the GAR.

3. SCOPE

This supplement stipulates the conditions under which **DABS** undertakes maintenance of Guernsey registered aircraft.

4. STANDARDS

The standards and procedures used by **DABS** are those of the host approval issuing authority, GAR 145 and this supplement.

5. MAINTENANCE ORGANISATION EXPOSITION (MOE)

A copy of **DABS's** approved **MOE** together with this supplement are supplied to the **Guernsey Authority** (2-REG) in the English language to demonstrate compliance with GAR 145.9(a).

6. MAINTENANCE CONTROL MANUAL

DABS will have arrangements to hold copies of any applicable Maintenance Control Manual and has established procedures for ensuring current issue are available to personnel at all locations where they need access to such documentation.

Document is available on internal server as specified in **MOE section 2.8 / MOE cover page**

Technical Data »  + Documentation //

Manual Supplement Control and Format

The Guernsey Authority approves this supplement (DA-0100_GAR) and amendments by issuing an approval certificate.

As specified in **MOE section 1.11**, for the numbering of amendment, letters for edition (direct approval) and digits for revision (indirect approval) are used in ascending order (see example below).

E.g.:

- A-0: First direct approval of the MOE supplement
- A-1: following first indirect approval
- A-2: following second indirect approval
- B-0: Second direct approval

Blue format indicates a change or addition / vertical bar in the margin indicates a deletion for the current revision of that page only (except editorial changes). These changes are dropped at the next revision of that page.

Italic is used to identify text added to supplement sample issued by the Guernsey Authority.

At least one complete and current copy of MOE and this supplement are located on company server and available at each approved location. Applicable sections are available to personnel who require the documents in order to carry out their duties.

7. PRIVILEGES OF VALIDATION HOLDER

The capability and scope of approval used by **DABS** for maintaining and releasing to service Guernsey registered aircraft are specified in **MOE section 1.9**.

8. APPROVED LOCATIONS

The approved locations used by *DABS* for maintaining and releasing to service Guernsey registered aircraft are specified in *EASA form 3 certificate and the MOE section 5.3*.

Scope is defined MOE section 1.9.

9. CHANGES TO THE VALIDATED MAINTENANCE ORGANISATION

DABS shall apply to the Guernsey Authority (2-REG) for acceptance by the DCA any change listed in GAR 145.55(d). *Refer MOE section 1.10*

1. *The name of the organisation*
2. *The Accountable manager*
3. *Any of the nominated senior persons specified in the MOE*
4. *The scope of the maintenance rating.*
5. *The location of the organisation and Additional sites of the organisation*
6. *the procedure for authorising persons to certify maintenance*

The responsible person within the approved maintenance organisation for notifying the Guernsey Authority (2-REG) is the **Safety & Quality director**.

The procedures for amendments are either specified in **§2 and MOE section 1.11**.

DABS shall provide the Director with a copy of each amendment of the **MOE** as soon as practicable after it has incorporated the amendment.

10. DURATION OF APPROVAL

The DCA approval validation is valid for **24 months** from date of issue provided the host approval remains valid.

Should the Guernsey approval validation be revoked, or suspended by the DCA, the approval validation certificate will be returned.

11. NOTIFICATION OF CEASING MAINTENANCE

Should *DABS* cease to offer maintenance services on Guernsey registered aircraft it will notify the Guernsey Authority (2-REG) in writing within 30 days of the date of cessation and request revocation of the maintenance approval validation.

12. RENEWAL OF APPROVAL

DABS shall make an application to the Guernsey Authority (2-REG) for the renewal of the maintenance organisation approval validation not less than 30 days before it expires.

13. SAFETY MANAGEMENT SYSTEMS

DABS has established a safety management system that meets the standards of GAR Part 145, Subpart B and has been document in the **SMS manual reference DA-0001**.

14. CONTINUED COMPLIANCE

DABS will ensure that:

- One complete and current copy of **DABS** 's **MOE** and this supplement is located at each work location and is available to personnel who require the documents to carry out their duties;
- All procedures detailed in the **MOE** are complied with;
- Each aircraft or component release to service is in an airworthy condition.

15. REPAIRS

DABS will only carry out repairs on Guernsey registered aircraft that have been approved in accordance with the requirements of GAR Part 21 Subpart M and **MOE section 2.9**.

A Major repair that is not covered by existing approved maintenance data (generally SRM) shall be designed and subject to approval as a design change in accordance §16.

Type Certificate holder's approved major repair scheme is considered to be type approved data and therefore does not need further approval by the Director.

A minor repair that is covered by existing approved maintenance data is acceptable to the DCA when it has been demonstrated that the repair does not conflict with any existing repairs.

The CAMO will forward in advance all supporting documents to the DCA for approval.

16. MODIFICATIONS

DABS will only install modifications on Guernsey registered that have been approved in accordance with GAR Part 21 Subpart C and **MOE section 2.12**.

Design changes and repairs that are classified as Major shall be designed and approved in relation to the applicable TCDS.

The CAMO is in charge to verify approval of a major design with the Director:

- the major design change having been designed by an organisation having an appropriate design approval granted by FAA, TC or EASA; and
- the NAA responsible for the Type Design of the aircraft having approved the major design change;

The CAMO is also responsible to provide sufficient technical evidence to the satisfaction of the Director.

A reference number will be issued by DCA after validation. This number and approved data are recorded in the aircraft records.

Any continued airworthiness requirements arising from the changes will be incorporated in the aircraft maintenance programme as necessary by the CAMO.

17. RELEASE TO SERVICE CERTIFICATES

DABS will only issue a Certificate of Release to a Guernsey registered aircraft whose type and model is listed on the relevant schedule or capability list of the host approval as described in **MOE section 1.9**.

Authorized Certifying staff will issue the following certificates providing that all requirements are fulfilled and available

Each release to service will be in accordance with GAR 43 Subpart C and will use the form as reproduced in **Appendix** and use the approval validation number **as described below**.

Note1 - Maintenance Engineers

All Aircraft Maintenance Engineers holding validations issued by DCA endorsed with individual registrations of aircraft on the 2-REG register, may issue Certificates of Release to Service (CRS) as required by GAR 43.101(b).

Note2 - Flight Crew Authorisation

*Limited single maintenance tasks (including daily check and servicing operations) could be performed and signed by trained Flight Crew with a specific "**Limited certification authorisation**" issued by DABS.*

The description of daily check and servicing operations is described in the Maintenance Programme.

Staff who certifies an aircraft for release to service after maintenance shall enter in the log book and a statement of release to service (as appropriate) that states that:

The work recorded above has been carried out in accordance with the Air Navigation (Bailiwick of Guernsey) Law 2012 and in respect of that work the aircraft or component is fit for release to service.

In all cases enter beside the statement of release to service:

- Stamp, name,
- AMO approval (2-REG.145.190);
- Date of entry and,
- Signature.

18. AIRCRAFT COMPONENTS

Component acceptance

All components installed on Guernsey registered aircraft by **DABS** will be supported by a suitable release certificate in accordance with GAR 21 Subpart K.

New Parts must be accompanied with:

- a NAA Airworthiness document for parts manufactured in a country for which Guernsey has an agreement for the acceptance of these materials and parts, the imported materials, parts, or appliances (FAA/EASA/TCAA)

Repaired, Newly Overhauled/Overhauled, Inspected or Tested Parts must be accompanied with:

- an Airworthiness document form issued by maintenance organisation i.a.w FAA/EASA/TCAA.

Maintenance on Component for an aircraft under a formal maintenance contract

When maintaining a component for its 'own aircraft' (as defined in GAR 145.59), the internal component release procedure as described in **MOE section 2.16.5** is used.

Each Component release to service will be issued on EASA FORM 1 for Components repaired, overhauled, modified, inspected, or tested.

19. MANDATORY OCCURRENCE REPORTING

DABS has established a Mandatory Occurrence Reporting system in compliance with GAR 13 in **MOE section 2.18** and will report to the operator, the Type Certificate holder and 2-REG any condition affecting the safety of aircraft it is maintaining.

Types of occurrences (GAR 13.53)

Following Occurrences required to be reported:

- Any incident relating to such an aircraft or any defect in or malfunctioning of such an aircraft or any part or equipment of such an aircraft, being an incident, malfunctioning or defect endangering, or which if not corrected would endanger, such an aircraft or its occupants or any other person; or*
- Any defect in or malfunctioning of any facility on the ground used or intended to be used for purposes of or in connection with the operation of such an aircraft, being a defect or malfunctioning endangering, or which if not corrected would endanger, such an aircraft or its occupants; or*
- Any incident in flight in which the pilot-in-command of an aircraft has reason to believe that the aircraft has been in collision with one or more than one bird; or*
- Any dangerous goods accident, dangerous goods incident or the finding or undeclared or mis-declared dangerous goods in cargo or passenger's baggage.*

Notification of an occurrence

After being involved in an occurrence, the Safety and Quality department shall notify the Director as soon as practicable but in any event not later than 72 hours after the occurrence.

[Occurrence reporting - 2-Reg Aircraft Registry](#)

20. INDEPENDENT INSPECTIONS

The requirements for independent inspection as detailed in GAR 43.111 will be complied with in accordance with **MOE section 2.23 and procedure reference DA-0202**.

A person shall not certify an aircraft or component for release to service after the initial assembly, subsequent disturbance or adjustment of:

- (1) an engine control system; or
- (2) a flight control system; or
- (3) a critical component; or
- (4) any task identified in the aircraft maintenance programme requiring such inspections, unless an independent maintenance inspection has been performed.

The independent maintenance inspection required by GAR 43.111(a) shall include:

- (1) an inspection first made by an authorized person signing the maintenance release who assumes full responsibility for the satisfactory completion of the work; and
- (2) a subsequent inspection by a second, independent, competent person who attest to the satisfactory completion of the work recorded and that no deficiencies have been found.

Note: The second independent competent person is not issuing a maintenance release and therefore is not required to hold certification privileges, but shall be suitably qualified to carry out the inspection.

The authorised person who certifies an independent maintenance inspection required by GAR 43.111(a) shall enter in the aircraft logbook or other maintenance record required by GAR 43.57(b)(1):

- (1) a statement that indicates that the disturbed aircraft control system or critical task performed is in compliance with the approved maintenance data including, where appropriate, safety locking and the system has full and free movement and operates in the correct sense; and
- (2) beside that statement:
 - (i) their signature; and
 - (ii) their authorisation number; and
 - (iii) the date and time of entry.

21. INITIAL AND CONTINUATION TRAINING

DABS will ensure certifying staff receive initial and continuation training in each **24-month period** to ensure they have up to date knowledge of the relevant technical and organisation procedures including the contents of this supplement. **Refer to Training programme DA-0106**.

22. CONTINUED VALIDITY

Continued validity of the approval is dependent upon:

- **DABS** remaining in compliance with the *EASA Part 145*, GAR Part 145 and this supplement.
- 2-REG being granted access to the organisation at mutually agreed times.
- The approval validation certificate not being surrendered or revoked.

23. COMMUNICATIONS WITH 2-REG

The responsible person for communicating with 2-REG within the approved maintenance organisation is *the safety and quality department*.

24. APPENDICES

LIST OF DOCUMENTS

Form Reference	Title
Manual	
DA-0100	MOE - Maintenance Organisation Exposition
DA-0100_GAR	GAR Supplement Manual
DA-0103	Certifying staff- Roster
DA-0105	COMPONENT - Capability List
DA-0106	Maintenance Training Programme

Guernsey Certificate of Release to Service

CRS includes all requirements as per GAR 43.105, including the exact statement, validation number and no reference to the host approval number/authority

Certificate of Release to Service

AIRCRAFT

Aircraft Type	CL-600-2B16 (CL604)
Registration	2-xxx
S/N	5500
W/O	24xxxx

1 General Data										
Operator/Customer XXX						PO N° XXX				
AMO/MRO identification / Contact XXX						Work Period XXX				
Work has been done in accordance with the following documentation :										
Aircraft Maintenance Manual Ref.: XXXXXXXXXXXX						Rev.: _		Date: XXXXX		
Engine Maintenance Manual Ref.: XXXXXXXXXXXX						Rev.: _		Date: XXXXX		
APU Maintenance Manual Ref.: XXXXXXXXXXXX						Rev.: _		Date: XXXXX		
2 Airframe, Engines and APU data										
Status	Model				S/N	Hours	Ldgs / Cycles			
Aircraft	CL-600-2131 6 (CL604)				5530	XXXXXX	XXXX			
ENGINE #1	TFE731-5BR-1C				873321	XXXXXX	XXXX			
ENGINE #2	TFE731-5BR-1C				873320	XXXXXX	XXXX			
APU										
3 Components Replaced (C: Convenience ; N: Other ; R: Rental ; S: Scheduled ; U: Unscheduled ; W: Worn to Limits) (Please check certificate for Life-limited parts status)										
Description	Task	Reason	Position	Part Removed		Part Installed		Status	TSN/TSO*	CSN/CSO*
				P/N	S/N	P/N	S/N			
SPRING	15201	U	-	FGFB295140005A1	-	FGFB295140005A1	-	N	-	-
ROD, AILERON	32701	U	L516CC	F50B171803-005	992	FGFB171106	087	N	-	-
GENERATOR, WHEEL VELOCITY	33202	U	NO.1	C20250000	1580	C20250000-1	894	I	-	-
ROD END, REVERSE ACTUATOR	37201	U	-	106124200002	-	106124200002	-	N	-	-
INDICATOR FILTER BYPASS	37301	U	-	5913809-1	0566	5913809-1	1463	N	-	-
FILTER, FUEL	37301	U	-	897830-1	-	897830-1	-	N	-	-
OVERHEAD PANEL	42401	U	24-30	290EL02Y00	1002	290EL02Y00	1008	N	-	-
BATTERY	42404	U	EIED	783543	0206	804748	016	N	-	-
TRANSMITTER, ELT	42501	U	-	ELT97A2560000000	1250	ELT97A2560000000	2074	I	-	-
LIGHT, RH STRIP	43301	U	-	992EL01Y00	162	992EL01Y00	238	N	-	-
DRAIN POLE, LAVABO	43801	U	-	MAT-302705-A	584	MAT-302705-A	1060	N	-	-
4 The following work has been accomplished in accordance with MP - XXXXXXXXXXXXXXXXXXXX and / or other technical relevant documents										
0	TAG0046 - PERFORMED PRELIMINARY INSPECTION FOLLOWING FORM TAG 0046.									
1	05-08-00-200-800-01 - PERFORMED A INSPECTION.									
2	05-08-00-200-800-03 - PERFORMED 3A INSPECTION CHECK-LIST.									
3	05-08-00-200-800-11 - PERFORMED A+ INSPECTION.									
4	05-08-00-200-800-18 - PERFORMED Z INSPECTION.									
12401	24-32-09-610-801-01 - PERFORMED SERVICING STAND-BY HORIZON BATTERY (SAFT NICKEL-CADMIUM BATTERY ONLY), IAW SAFT CMM 24-30-16, P/N: 135687, S/N: 3050, FOUND SATISFACTORY.									
12701	27-50-00-720-802-01A - PERFORMED FUNCTIONAL TEST OF THE FLAP ASYMMETRY DETECTION SYSTEM (MANDATORY 5-40), IAW AMM 27-50-00-720-802, FOUND SATISFACTORY.									
13001	30-11-00-720-801-03 - PERFORMED FUNCTIONAL TEST LH OUTBOARD SLAT TELESCOPIC TUBE / SWIVELING TORQUE MEASUREMENT, IAW AMM 30-11-00-720-801, P/N: 5035-600, S/N: 242, FOUND SATISFACTORY.									
13002	30-11-00-720-801-04 - PERFORMED FUNCTIONAL TEST RH OUTBOARD SLAT TELESCOPIC TUBE / SWIVELING TORQUE MEASUREMENT, IAW AMM 30-11-00-720-801, P/N: 5035-700, S/N: 600, FOUND SATISFACTORY.									
15201	140226-JBB_440D-2 - 52-10-00-610-802 - PERFORMED SERVICING OF THE PASSENGER DOOR SAFETY CATCH, IAW AMM									
Part	SPRING	Removed	FGFB295140005A1	-	Installed	FGFB295140005A1	-			

Certificate of Release to Service

AIRCRAFT

Aircraft Type	CL-600-2B16 (CL604)
Registration	2-xxx
S/N	5500
W/O	24xxxx

5 The following corrections have been accomplished							
25701	REFERING TASK 55702, APPLIED SB xxxxx ON L/H WING LOWER PANEL INBOARD FLAP BONDING SPRING.						
27301	REFERING TASK 37301, APPLIED SB TFE 731-73-3145 ON ENG#2.						
32301	REPLACED ONE STATIC DISCHARGER (FOUND BROKEN DURING INSPECTION), IAW AMM 23-60-01-900-801.						
32501	REMOVABLE COVERS OF FLY AWAY KIT ITEM FOUND IN BAD CONDITION IN BAGGAGE COMPT. WORK SUBCONTRACTED TO BURNET INTERIORS UNDER OUR PO T1011. NEW REMOVABLE COVERS MANUFACTURED BY BURNET INTERIORS (REFER TO REPORT NO. 5940). PERFORMED FINAL INSPECTION OF WORK, FOUND SATISFACTORY AND COMPLIANT TO OUR PO AND RELEVANT DATA.						
32701	REPLACED AILERON CONTROL ROD L516CC (FOUND CORRODED ON THE SLIDING PART), IAW AMM 27-13-01-900-801. PERFORMED ADJUSTMENT AND TEST OF THE ROLL CONTROL, IAW AMM 27-10-00-820-801, FOUND SATISFACTORY.						
Part	ROD, AILERON	Removed	F50B171803-005	992	Installed	FGFB171106	087
37201	DURING INSPECTION FOUND THRUST REVERSER ACTUATOR AFT BOLT CEASED IN THE ACTUATOR ROD END. REMOVED THRUST REVERSER DOOR ACTUATOR, IAW AMM 78-31-13-900-801. REPLACED THRUST REVERSER ACTUATOR END-FITTING ASSEMBLY, IAW AMM 78-31-15-960-801. INSTALLED THRUST REVERSER DOOR ACTUATOR WITH NEW PINS, IAW AMM 78-31-13-900-801. PERFORMED BLEEDING OF THRUST REVERSER HYDRAULIC SYSTEM, IAW AMM 78-32-03-870-802. PERFORMED FUNCTIONAL TEST, IAW AMM 78-30-00-720-801, FOUND SATISFACTORY.						
Part	ROD END, REVERSE ACTUATOR	Removed	106124200002	-	Installed	106124200002	-
37301	FUEL BY PASS MINELCO TRIPPED (ELECTRICAL DIFFERENTIAL PRESSURE INDICATOR ENG#2 FAIL). REPLACED FUEL FILTER, IAW EMM 73-21-02. APPLIED SB TFE 731-73-3145. PERFORMED RUN-UP, IAW EMM 72-00-00, FOUND SATISFACTORY.						
Part	INDICATOR FILTER BYPASS	Removed	5913809-1	0966	Installed	5913809-1	1463
Part	FILTER, FUEL	Removed	897830-1	-	Installed	897830-1	-
42401	FOLLOWING TAG FORM 0046 PRELIMINARY INSPECTION FOUND R/H VOLTMETER R1PJ BACKLIGHT NOT ILLUMINATING. REPLACED LIGHTING OVERHEAD PANEL ASSY, IAW IPC 33-10-10-21. PERFORMED TEST OF OVERHEAD PANEL LIGHTED FACE (14LC), IAW AMM 33-00-00-710-802, FOUND SATISFACTORY.						
Part	OVERHEAD PANEL	Removed	290EL02Y00	1002	Installed	290EL02Y00	1008
42402	FOLLOWING TAG FORM 0046 PRELIMINARY INSPECTION L/H AMMETER L3PD BACKLIGHT NOT ILLUMINATING. REFER TO TASK 42401 FOR CORRECTIVE ACTION.						
42403	FOLLOWING TAG FORM 0046 PRELIMINARY INSPECTION L/H VOLTMETER L1PJ BACKLIGHT NOT ILLUMINATING. REFER TO TASK 42401 FOR CORRECTIVE ACTION.						
42404	DURING ACCOMPLISHMENT OF TASK CARD 12402 FOUND ENGINE INSTRUMENT DISPLAY BATTERY UNSERVICEABLE. REPLACED AND TESTED ENGINE INSTRUMENT DISPLAY BATTERY, IAW AMM 24-32-09-900-801, FOUND SATISFACTORY.						
Part	BATTERY	Removed	753543	0206	Installed	804748	016
42405	REPLACED BONDING BRAID ON R/H ELEVATOR (FOUND BROKEN DURING INSPECTION), IAW AMM 20-20-00-900-801. CHECKED R/H ELEVATOR LEFT BONDING BRAID MEASURE, IAW AMM 55-00-00-760-801, FOUND SATISFACTORY (2 MOHMS).						
55301	DURING REMOVAL OF ACCESS PANEL 353AT FOR INSPECTION FOUND ANTENNA BONDING PLATE UNSTUCKED. SEALED BONDING PLATE ON PANEL 353AT, IAW AMM 20-32-00-390-802.						
55501	REATTACHED 1 STATIC WICK BASE PLATE ON L/H UPPER OUTBOARD STABILIZER (FOUND LOOSE DURING INSPECTION), IAW AMM 20-32-00-390-801.						
55701	REMOVED AND TREATED LIGHT CORROSION SPOTS ON ACCESS PANEL 561AB, IAW SRM 51-10-02 / 51-10-11.						
55702	DURING INSPECTION FOUND ON L/H WING LOWER PANEL INBOARD FLAP BONDING SPRING LOOSE. APPLIED SB F900-435 ON L/H WING LOWER PANEL INBOARD FLAP BONDING SPRING, FOUND SATISFACTORY.						
90001	TAG0045 - PERFORMED OUTCOMING INSPECTION - FINAL VERIFICATION - VERIFIED THAT AIRCRAFT IS CLEAR OF TOOLS AND ANY OTHER EXTRANEIOUS PARTS, AND ALL ACCESS PANELS REMOVED HAVE BEEN REFITTED FOLLOWING FORM TAG0045.						
92001	REMOVED ALL ACCESS DOORS/PANELS REQUIRED TO ACCOMPLISH MAINTENANCE INSPECTION. REINSTALLED ALL ACCESS DOORS/PANELS REQUIRED TO ACCOMPLISH MAINTENANCE INSPECTION.						
6 Work Deferred							
N/A							
7 Work Cancelled							
N/A							
8 Certificate of Release to Service							
The undersigned certifies that the work recorded has been carried out in accordance with the Air Navigation (Bailiwick of Guernsey) Law 2012 and in respect of that work the aircraft or component is fit for release to service.							
Date (dd-mm-yy)	Name and Signature	Stamp	Guernsey Approval Reference No: 2-REG.145.190				
Location GENEVA							